

What is claimed is:

sub  
a)

1. In a pneumatic radial tire for all-season passenger car comprising a tread with a tread pattern defined by dividing the tread into many blocks through a plurality of slant grooves arranged at given intervals in a circumferential direction of the tire and at least one circumferential center groove extending in the circumferential direction of the tire at a center of the pattern, and consisting of a central zone having a width corresponding to 30-60% of a tread width and a pair of side zones located on both sides of the central zone, the improvement wherein

(1) the slant grooves comprise steeply slant grooves extending at a relatively small inclination angle with respect to the circumferential direction and gently slant grooves extending at a relatively large inclination angle with respect to the circumferential direction;

(2) the steeply slant groove is opened to the circumferential center groove in the central zone of the tread, while the gently slant groove is opened to a tread end in each of both side zones of the tread;

(3) the number of the gently slant grooves is made two times or more than the number of the steeply slant grooves so that an interval between the gently slant grooves in the circumferential direction is made  $1/2$  or less than an interval between the steeply slant grooves in the circumferential direction;

Sub  
a/ (4) each of the blocks is provided with at least one sipe;  
and

(5) each of the blocks defined by the circumferential center groove and the steeply slant grooves is chamfered from a tapered top end over a range of 10-30 mm toward a longitudinal direction of the block so as to gradually shallow a depth of a surface of the block from the tapered top end toward the longitudinal direction.

a 2. A pneumatic radial tire according to claim 1, wherein <sup>each</sup> ~~the~~ steeply slant groove extends at an inclination angle of 10°-50° with respect to the circumferential direction.

a 3. A pneumatic radial tire according to claim 1, wherein <sup>each</sup> ~~the~~ gently slant groove extends at an inclination angle of 60°-90° with respect to the circumferential direction.

a 4. A pneumatic radial tire according to claim 1, wherein the chamfered surface of <sup>each</sup> ~~the~~ block is a curved surface having a radius of curvature of 10-100 mm.

Sub  
a/ 5. A pneumatic radial tire according to claim 1, wherein the steeply slant groove is communicated with the gently slant groove.

a 6. A pneumatic radial tire according to claim 1, wherein a circumferential side groove extending in the circumferential direction of the tire is arranged in a position separated inward from <sup>a</sup> ~~the~~ tread end at about 1/4 of the tread width in an axial direction of the tire.

a 7. A pneumatic radial tire according to claim 6,  
wherein <sup>each</sup> the gently slant groove is opened to the  
circumferential side groove.

<sup>sub 3</sup> 8. A pneumatic radial tire according to claim 1,  
wherein an extending direction of the side formed in the  
block differs between the central zone and the side zone of  
the tread.

a <sup>sub 2</sup> 9. A pneumatic radial tire according to claim 1,  
wherein the sipe formed in the blocks at <sup>said</sup> both side zones of  
the tread extends ~~in~~ parallel to or substantially ~~in~~  
parallel to the gently slant groove ~~to be~~ <sup>ing</sup> opened to the  
circumferential side groove.

a 10. A pneumatic radial tire according to claim 1,  
wherein the sipe formed in the block <sup>formed in</sup> at the central zone of  
the tread is opened to <sup>a</sup> the steeply slant groove at a cross  
angle of not less than 45°.